GT3 A-spec Driver's Manual

GRAN TURISMO™3

WARNING: READ BEFORE USING YOUR PLAYSTATION®2 COMPUTER ENTERTAINMENT SYSTEM.

A very small percentage of individuals may experience epileptic seizures when exposed to certain light patterns or flashing lights. Exposure to certain patterns or backgrounds on a television screen or while playing video games, including games played on the PlayStation 2 console, may induce an epileptic seizure in these individuals. Certain conditions may induce previously undetected epileptic symptoms even in persons who have no history of prior seizures or epilepsy. If you, or anyone in your family, has an epileptic condition, consult your physician prior to playing. If you experience any of the following symptoms while playing a video game—dizziness, altered vision, eye or muscle twitches, loss of awareness, disorientation, any involuntary movement, or convulsions—IMMEDIATELY discontinue use and consult your physician before resuming play.

WARNING TO OWNERS OF PROJECTION TELEVISIONS:

Do not connect your PlayStation 2 console to a projection TV without first consulting the user manual for your projection TV, unless it is of the LCD type. Otherwise, it may permanently damage your TV screen.

USE OF UNAUTHORIZED PRODUCT:

The use of software or peripherals not authorized by Sony Computer Entertainment America may damage your console and/or invalidate your warranty. Only official or licensed peripherals should be used in the controller ports or memory card slots.

HANDLING YOUR PLAYSTATION 2 FORMAT DISC:

- This disc is intended for use only with PlayStation 2 consoles with the NTSC U/C designation.
- Do not bend it, crush it or submerge it in liquids.
- Do not leave it in direct sunlight or near a radiator or other source of heat.
- Be sure to take an occasional rest break during extended play.
- Keep this compact disc clean. Always hold the disc by the edges and keep it in its protective case when not in use. Clean the disc with a lint-free, soft, dry cloth, wiping in straight lines from center to outer edge. Never use solvents or abrasive cleaners.

Gran Turismo™ 3 A-spec Tips and Hints

PlayStation 2 Hint Line

Hints for all games produced by SCEA are available:

Within the US: **1-900-933-SONY (1-900-933-7669)**
$0.95/min. auto hints, $6.95-$16.95 for tips by mail (subject to availability), $5.00-$20.00 for card recharge

Within Canada: **1-900-451-5757**
$1.50/min. auto hints

Automated service is available 24 hours a day, 7 days a week.

This hint line supports games produced by Sony Computer Entertainment America. No hints will be given on our Consumer Service Line. Callers under 18 years of age, please obtain permission from a parent or guardian before calling. This service requires a touch-tone phone.

Consumer Service/Technical Support **1-800-345-SONY (1-800-345-7669)**
Call this number for help with technical support, installation or general questions regarding the PlayStation 2 console and its peripherals. Representatives are available Monday–Saturday, 6AM–8PM PST, Sunday, 7AM–6:30PM PST.

PlayStation 2 Online **www.scea.com**
Our news is always hot! Visit our website and find out what's happening—new titles, new products and the latest information about the PlayStation 2 computer entertainment system.

Contents

Getting Started 4 | Game Screen & Controls 7 | Arcade Mode 11

Simulation Mode 17 | Replay Theater 23 | Options 27

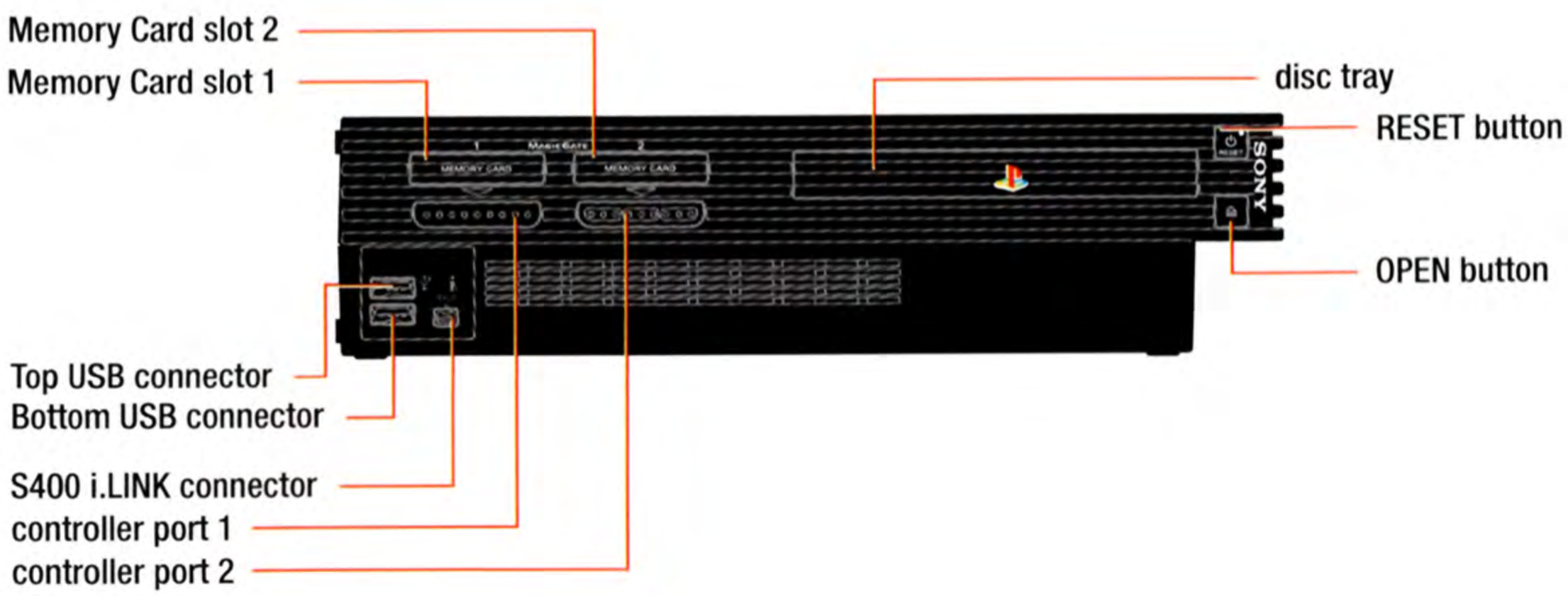
Skip Barber Racing Strategy 31 | Credits 38

Getting Started

THE DRIVE OF YOUR LIFE™

PlayStation®2 Setup

Set up your PlayStation®2 computer entertainment system according to the instructions in its Instruction Manual. Make sure the MAIN POWER switch (located on the back of the console) is turned ON. Press the RESET button. When the power indicator lights up, press the OPEN button and the disc tray will open. Place the Gran Turismo 3 A-spec disc on the disc tray with the label side facing up. Press the OPEN button again and the disc tray will close. Attach game controllers and other peripherals, as appropriate. Follow on-screen instructions and refer to this manual for information on using the software.



Getting Started

Saving & Loading

In Gran Turismo 3, there are several types of data that can be saved and loaded on a memory card (8MB) (for PlayStation®2).

Game Data: Game Data keeps track of all game information including completion percentage, best times, simulation mode data, records, options and more. Game Data can be saved and loaded on the Main Menu screen or in My Home in Simulation Mode.

Replay Data: After each race, you can save replay data for future viewing. There are two types of replay data: Full-lap replays and Best-lap replays. While Full-lap replays can be saved after each race, Best-lap replays can only be saved after Time Trial, Free Run or Run & Settings in Simulation Mode's My Home. Replays can be viewed in Replay Theater or after each race.

Ghost Data: (Time Trial & Free Run Modes only) After each race, your performance can be saved as Ghost Data. When loaded on the same track, the ghost car will be projected during the race. The ghosted car lets you compare your current pace to the pace of the saved data.

Garage Data: Whether you want to race in Arcade Mode with your cars earned in Simulation Mode or you have different cars on different memory cards, Garage Data can be loaded to access vehicles on your memory card.

1 Game Screen & Controls

Menu Screen Navigation 8 | Game Screen 8 | Gameplay Controls 9
Replay Controls 9 | Logitech GT Force Controls 10

Game Screen & Controls

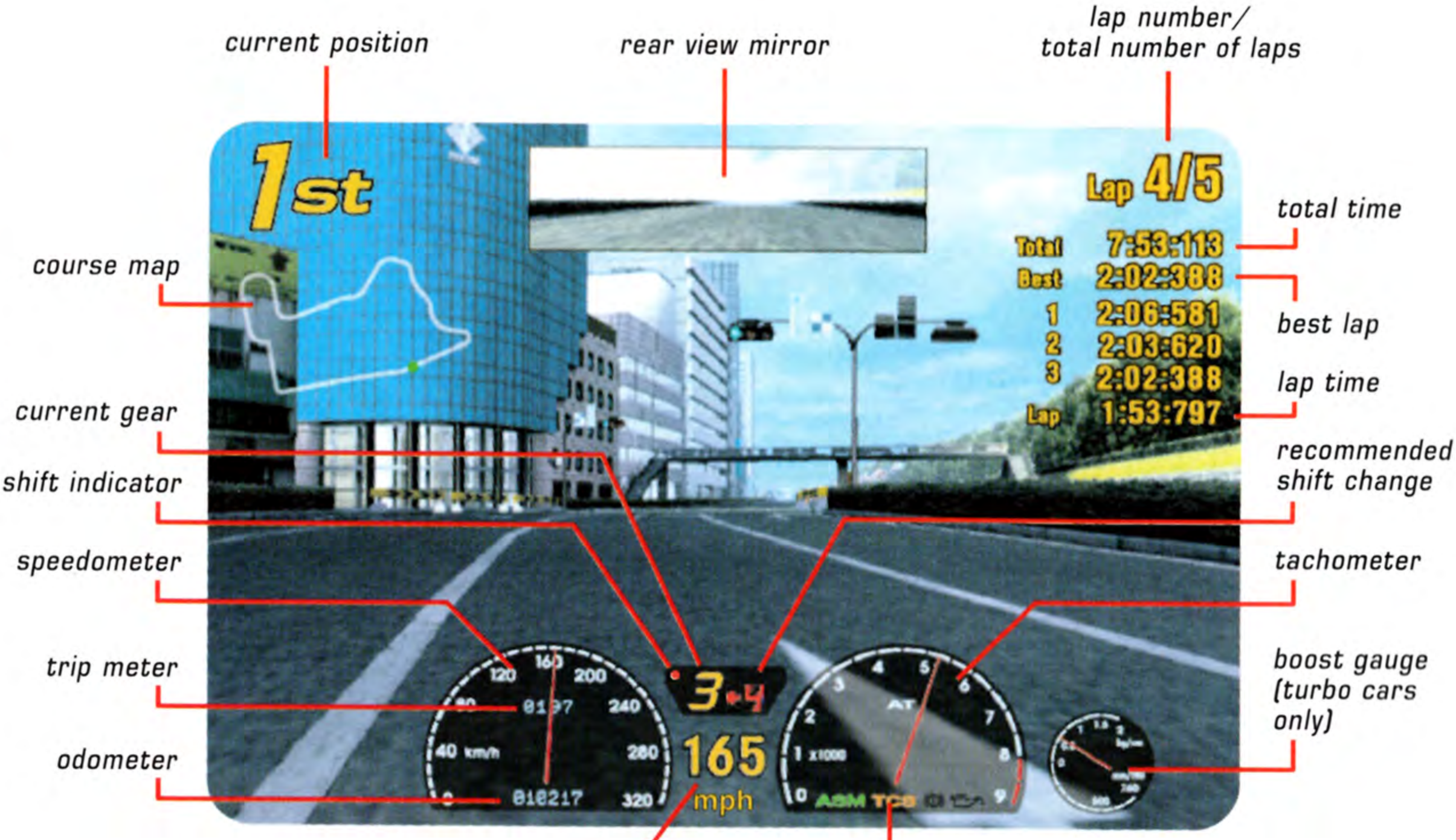
Menu Screen Navigation

The following chart lists the controls for navigating through menu screens.

	Move cursor
or	Enter
or	Cancel

Game Screen

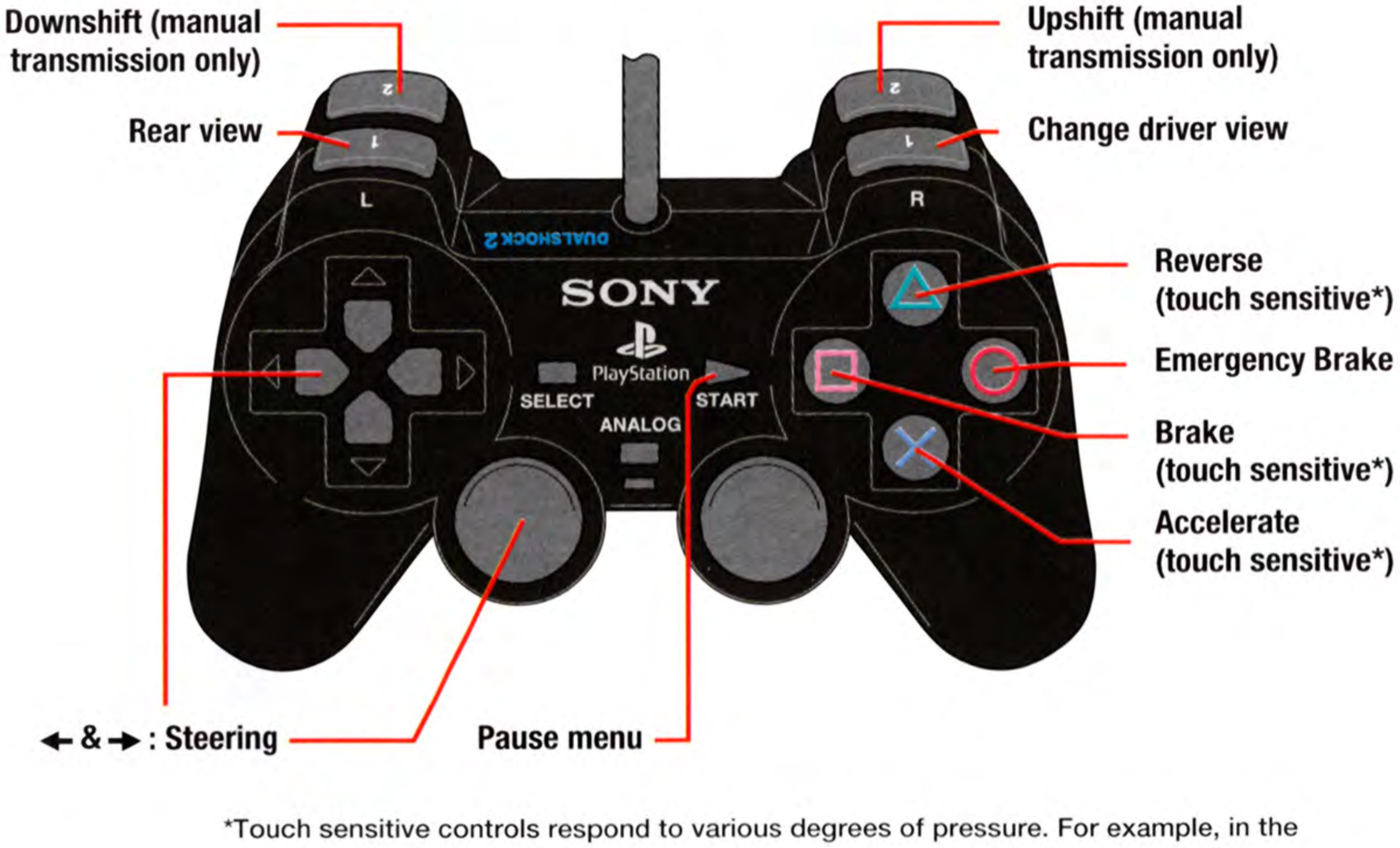
The game screen displays various types of information. The interface may vary depending on the selected driving view or type of car.



GRAN TURISMO™3

Gameplay Controls

The controls shown below are the default settings. You may customize your key configuration in the Options menu (p. 29).



*Touch sensitive controls respond to various degrees of pressure. For example, in the case of Gran Turismo 3 A-spec, the harder you press on the accelerator button, the quicker your car will accelerate.

Replay Controls

During the replay you will be able to switch the replay presentation and camera angles. Some replay presentations allow manual camera control. Below is a chart mapping the controls. (Replay options can be found on page 25.)

	Up or Down: Highlight primary vehicle
START	Pause
	Toggle between different camera angles
	Left or Right: Toggle on-board camera views (on-board camera only)

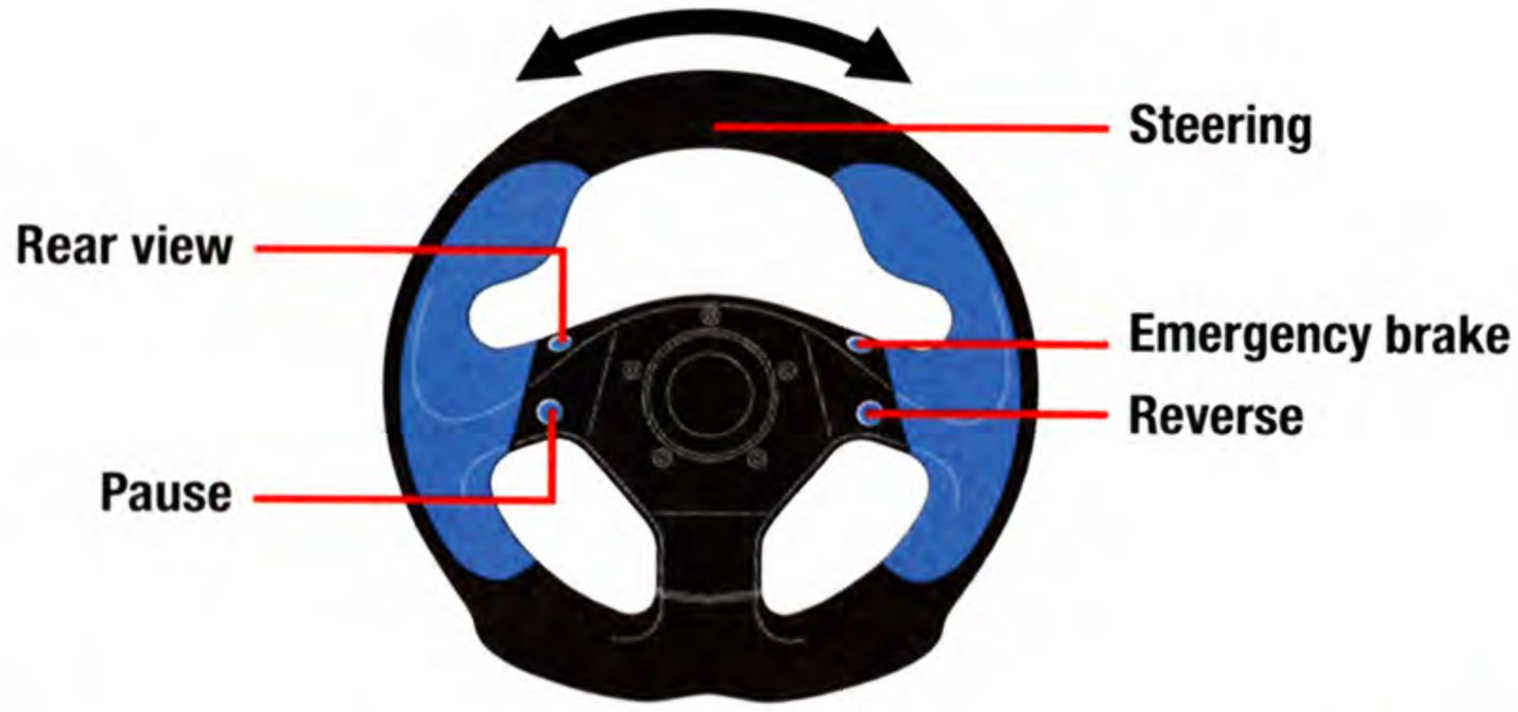
Game Screen & Controls

Logitech GT Force Controls

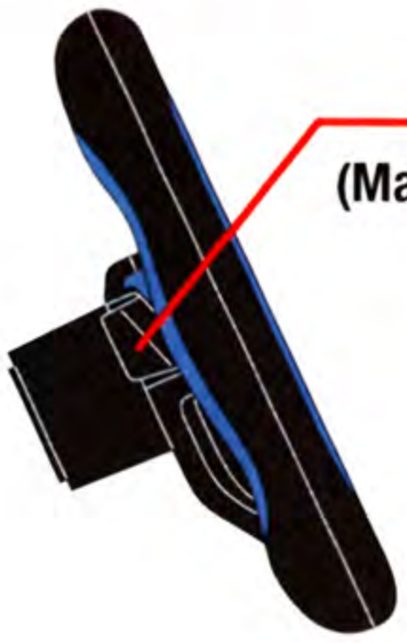
With a GT Force steering wheel the controls are as follows.

Gameplay Controls

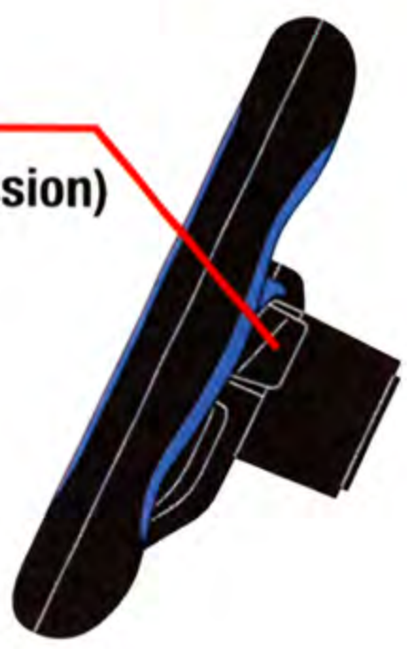
Front view



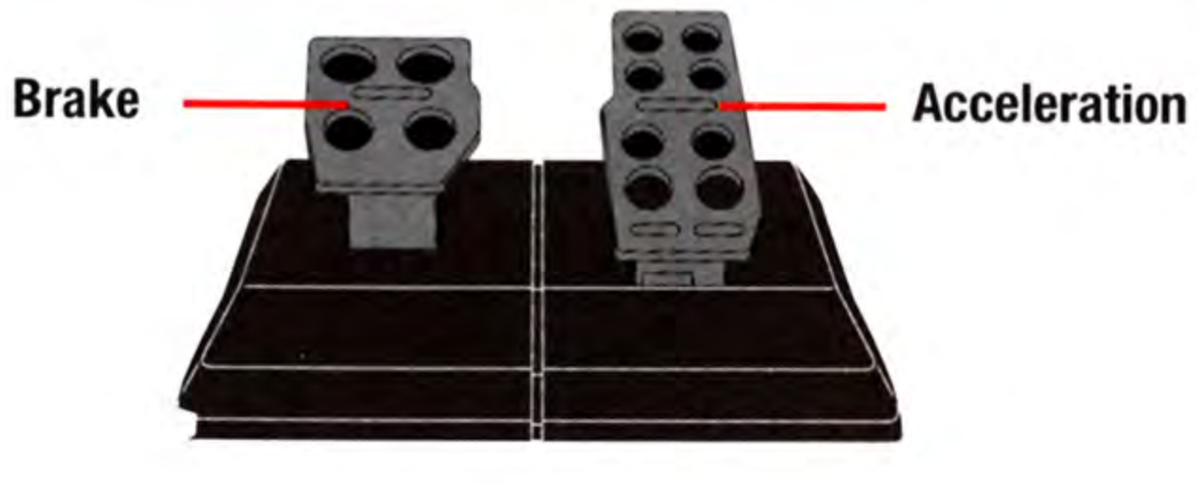
Left view



Right view



Foot pedals



When installing a single GT Force steering wheel to the PlayStation 2, be sure to connect the USB connection to the top USB port. In 2 Player Battle (in Arcade Mode), two GT Force steering wheels may be used if both wheels are connected to the USB ports.

2 Arcade Mode

Arcade Mode Menu 12 | Single Race 12 | Time Trial 12 | Free Run 13

2 Player Battle 13 | Clear Status 13 | Load Garage 13 | i.LINK Battle 14

Beginning a Race 15 | Pre-Race & Post-Race Menu Selections 16

Arcade Mode

Arcade Mode Menu

Arcade Mode provides instant access to several race modes. Single Race, Time Trial, Free Run, 2 Player Battle and i.LINK Battle all allow immediate racing with a variety of cars and tracks. As you progress through Arcade Mode, you'll have access to more tracks and cars.

Single Race

Single Race provides the quickest access to competitive racing. In the beginning, you must pick from the available assortment of vehicles and tracks. As you progress, more cars and courses will be made available. You can also select the level of difficulty that alters the aggressiveness of your computer opponents.

Time Trial

In Time Trial, the objective is to complete the course in the shortest amount of time. The fastest times will be saved to Records (p. 16). This is a solo race, so you don't have to worry about opponents interfering with your time. To help improve your time, Ghost Data (p. 16) can be loaded so you can compare your current pace with your record pace.

Free Run

Free Run allows you to drive on the course of your choice without worrying about times and other racers. This provides a great opportunity to learn the traits of each track. You will also be able to use Ghost Data (p. 16) to compare your current pace with the pace of record times on the track.

2 Player Battle

Use 2 Player Battle to compete head-to-head with a second player. The split screen race may vary from top/bottom to left/right depending on the selected Screen Setting (p. 28). You can also make racing adjustments to the race settings in 2 Player Battle options (p. 30).

Clear Status

Clear Status tracks your progress in Arcade Mode. As you progress, you'll unlock more tracks and cars.

Load Garage

This feature permits you to access your memory card for vehicles earned in Simulation Mode. Once loaded, you can participate in the Arcade Mode races with your customized cars (not available in Time Trial).

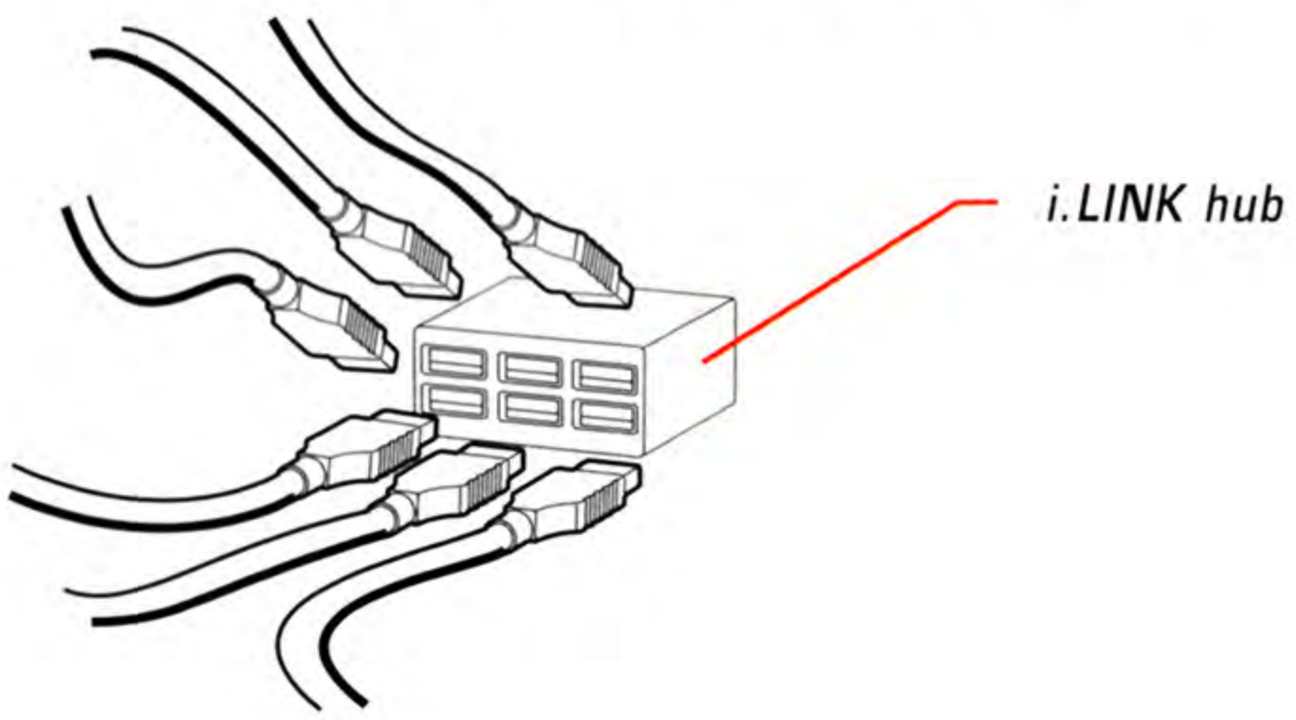
Arcade Mode

i.LINK Battle

This mode lets you use i.LINK cables to connect more than one PlayStation 2 to allow up to six players to race against each other.

Be sure to turn off the power to the PlayStation 2 when connecting an i.LINK cable to the PlayStation 2.

- To conduct an i.LINK Battle between two players using two PlayStation 2 consoles and two television sets, use an i.LINK cable (4 pin to 4 pin) to connect the S400 (i.LINK) ports on each PlayStation 2.
- To conduct an i.LINK Battle between three or more players using three or more PlayStation 2's and television sets, use a commercial i.LINK hub (6 pin with 6 ports) and i.LINK cables (4 pin to 6 pin) to connect the S400 (i.LINK) ports of each of the PlayStation 2's to the i.LINK hub.



Starting an i.LINK battle

After entering i.LINK Battle, a Machine ID will be designated for each of the PlayStation 2 consoles connected via i.LINK. Each console must select from the following to participate in the race:

- **Compete** — Allows you to race with other i.LINKed racers. Once a participant selects Compete, the remaining racers will have several seconds to join in.
- **Broadcast** — Watch the race as a spectator. During the race, you may control the camera. (See p. 9 for Replay Controls.)

Beginning a Race in Arcade Mode

Difficulty: (Available in Single Race only) Select the level of difficulty. The harder the difficulty setting, the more advanced and aggressive the computer opponent racers will be.

Track Selection: Select the course you wish to race on. There are two types of tracks, road and rally tracks. This screen will also inform you of the track surface, overall difficulty rating and course length.

Class Selection: The vehicles in Gran Turismo 3 are separated by different classes. Each class contains vehicles with similar capabilities.

C class — Economy and compact cars. These are great entry level vehicles to get you associated with the controls.

B class — Sports cars. These vehicles combine engine power and lightweight design for fast speed.

A class — High performance vehicles. Built for speed, these cars have excessive amounts of horsepower.

S class — Race models. These race cars are designed with the latest technology to handle the rigorous demands of high-speed racing.

Dirt class — Rally cars. Specifically designed to handle the conditions found on dirt tracks.

Home garage — Access your vehicles earned in Simulation Mode.

Guest garage — Access other vehicles on another memory card.

Car Selection: Once a class has been decided, select a car you wish to drive. The car selection screen also displays each vehicle's stats and ratings. Once you've selected your vehicle, the following options are available to you:

Color Options: Pressing up/down on the directional buttons/left analog stick on the car selection screen changes the vehicle color. Because each car manufacturer is different, you'll notice that the selection of color options varies.

Arcade Mode

Beginning a Race in Arcade Mode (continued)

Automatic or Manual: Select the car's transmission type. (See p. 9 for controls.)

Racing or Drift: Select to determine the vehicle's performance. If Drift is selected, the vehicle will have a greater tendency to slide through turns at high speeds, as in real life.

Pre-Race & Post-Race Menu Selections

In most Arcade Mode races, before and after each race you will have access to the following selections. The selection may vary depending on the type of race.

Race/Retry: Begins the race.

Replay: Watch a replay of your last race. (See p. 9 for replay controls.)

Demo: Observe a computer controlled driver race the selected course. (See p. 9 for replay controls.)

Records: Records let you view the best times saved on each of the race courses.

Analyzer: Analyzer allows you to display Analyzer views of the best lap replays. (See p. 26 for details.)

Save Best Lap: Records statistics and replay of the best lap.

Load Ghost: (Available in Time Trial & Free Run modes) Once loaded, race against a ghost car to compare driving techniques.

Save Replay: Replays can be saved for future viewing in Replay Theater (See p. 24.)

Save Ghost: (Available in Time Trial & Free Run modes) After finishing a race, you can save your race data as a ghost car for future reference.

Options: Several options can be changed including key configuration, music selection, etc. (See p. 28.)

Exit: Exit to the Arcade Mode main menu.

3 Simulation Mode

My Home 18 | Car Dealerships 19 | License Center 19 | Go Race 19

Tune Up 19 | Machine Test 20 | GT Auto 20 | Beginning a Race 21

Pre-Race & Post-Race Menu Selections 22

Simulation Mode

Simulation Mode

Simulation Mode is the essence of Gran Turismo. At the start, you begin the game with an initial amount of credits (money). With credits you can purchase cars, upgrade parts, buy wheels, and even get an oil change. Once you have purchased a car, you're ready to race. While you'll have access to some races at the start, most races require licensed drivers. To obtain a license, a series of tests must be completed at the License Center. Also, most races have vehicle limitations, so make sure you have the right type of car. As you participate in races, you'll earn more credits. As you earn more credits, you'll be able to customize your car or buy new ones.

World Map: This map includes everything you need for the Gran Turismo 3 experience. The following pages explain the purpose of each area and what features are available to you.

My Home

My Home provides an area to review and alter information regarding your game data or vehicles.

Garage: Review the collection of vehicles you have won or purchased.

Game Status: Data including game completion, license tests and inventory can be reviewed in this area.

Trade: Trade or sell cars to another memory card.

Machine Settings: Adjust vehicles with customizable parts here. You can also install or uninstall parts to comply with race regulations.

Save Game: Save your current game stats.

Licensor Credits: Gran Turismo 3's success is attributed to our automotive partners who have provided us with an abundance of information and reference materials. You can find each company's trademark lines in this area.

Car Dealerships

Car dealerships from all around the world await your visit here. After deciding on a vehicle, you may also select its color. To further assist your purchase, view detailed information by selecting the Spec icon.

License Center

Most races require participating drivers to have various licenses. While all of the license tests can be found in this center, you must obtain the easier licenses before testing for the advanced licenses.

Each license requires completion in eight categories. There are three levels of completion: Bronze, Silver and Gold. Once all eight are completed, you will be rewarded the license and will be permitted to race in higher level races.

Go Race

Most of the time spent in Gran Turismo 3 is spent on these tracks. There are several events available to you in this area including rally, endurance and vehicle specific races. After each race you will be rewarded credits and other prizes depending on your final standings.

Tune Up

Customization is the key to success and the Tune Up area is where all the parts can be purchased. The following are the types of adjustments that can be made to all of the vehicles:

Suspension & Brake Parts: Improvements in braking and suspension can be made here for smoother and more responsive handling.

Engine & Air Management: Engine efficiency is important to maximize the potential of any engine. Parts and engine alterations can be purchased here.

Drivetrain: Here you can obtain advanced gears, shafts, and other parts that help distribute the engine's horsepower to the wheels.

Turbo: On some engines, turbo kits can be installed to help improve overall speed. These turbo kits provide a healthy dose of horsepower to the few cars that can benefit from it.

Simulation Mode

Tune Up (continued)

Tires: Because tires are the only part of the vehicles that touch the road, it is regarded as one of the most important parts. Several types of tires are available to handle different road conditions.

Stability Control/others: Modern technology has changed the racing industry. Computer parts and technological alterations can be acquired in this area to improve traction control, engine response and aerodynamics, to name a few.

Machine Test

Determine your vehicle's top speed and overall performance at this test course. Once you've mastered the art of customization and parts adjustment, this data will help determine where minor tuning is needed.

GT Auto

The following areas are available in GT Auto to maintain your car's performance and appearance.

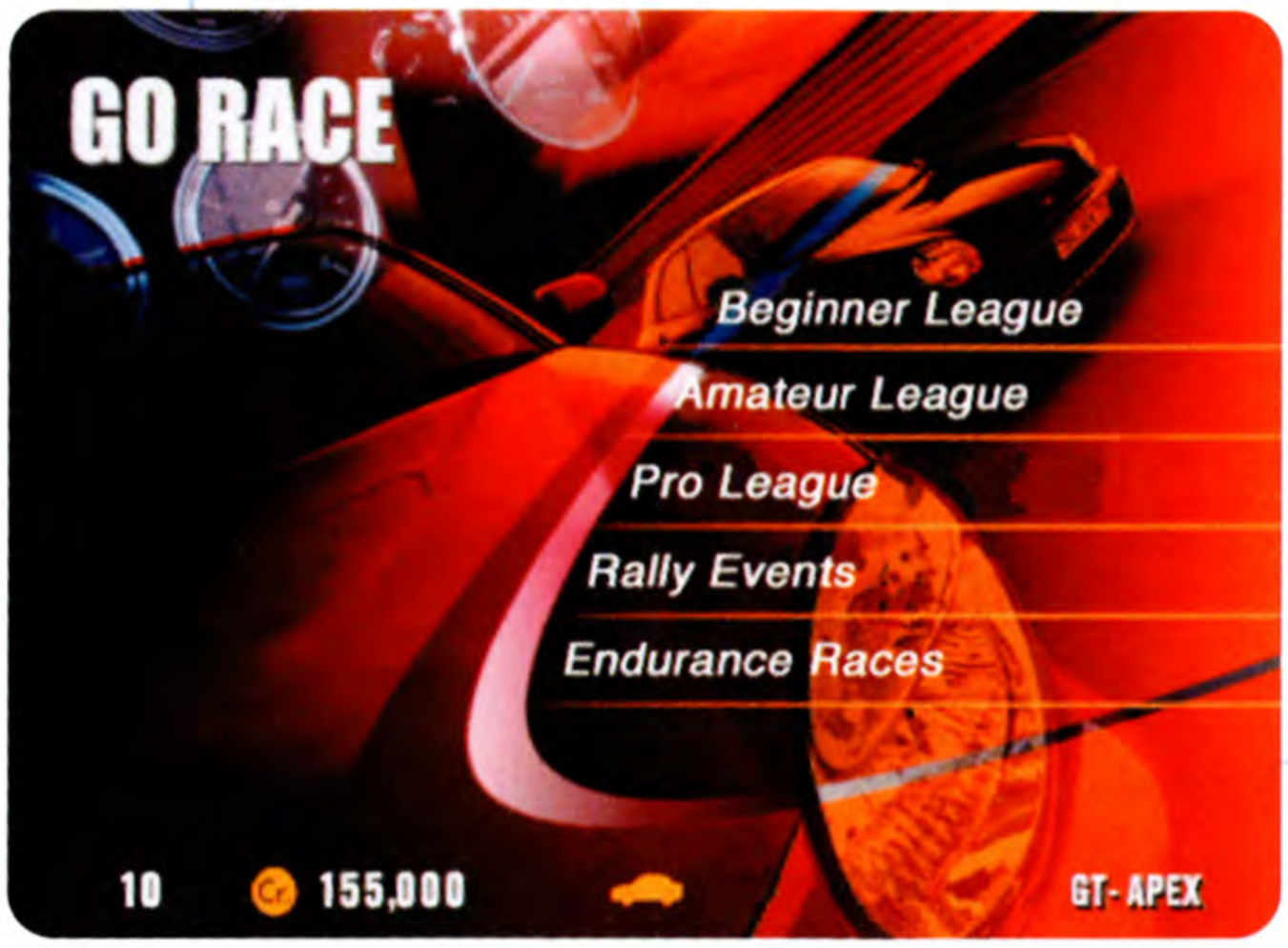
Car Wash: After miles and miles of racing, you'll want to purchase a car wash to reduce the amount of drag and improve aerodynamics.

Oil Change: Once the oil-warning lamp appears, it's recommended that you change your oil. A regular oil change may improve overall car performance.

Wheel Shop: Customize the appearance of your vehicle by acquiring detailed wheels from several companies.

Beginning a Race in Simulation Mode (Go Race)

These feature races provide a variety of racing scenarios from long endurance races to competitive GT championships.



Race Stage Select: Several types of races are held here, all of which must be completed to finish the stage.

Race Event Select: Once the racing stage is chosen, you'll have to select which race to participate in. You can also view the race information for car restrictions, license requirements and available prize earnings.

Preview or Entry: To get familiar with the car and track conditions, select Preview to watch a race. Select Entry when you are ready to race.

Simulation Mode

Pre-Race & Post-Race Menu Selections

A variety of menu selections will be available before and after each race.

Race: (pre-race only) Begin the race.

Qualify: (pre-race only) Take a few practice laps and get acquainted with the course before racing.

Machine Setting: (pre-race only) Make any last minute adjustments to your vehicle depending on the various track conditions.

Records: (pre-race only) View the best times saved on each of the race courses.

Replay: (post-race only) Watch a replay of your last race. (See p. 9 for replay controls.)

Save Replay: (post-race only) Replays can be saved for future viewing in Replay Theater (See p. 24).

Options: Several options can be changed here including key configuration, music selection, etc. (See p. 28.)

Exit: Exit to the previous menu.

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4 Replay Theater

Replay Theater 24 | Replay Options 25
Analyzer 26 | Analyzer View Types 26

Replay Theater

Replay Theater

In Replay Theater, view previously saved race replays. There are several replay options to alter camera angles, music and interface. Analyzing your replays will help you realize certain driving habits and make you a better driver.

Size of Replay Data: The size of replay data is expressed in units of KB. Saving replay data for a single race requires, roughly, 50 KB in size. The size may be larger or smaller depending on the number of laps in the race.

Replay Selection: While you select your replay data you have the option to load the replay, copy the data to another memory card, delete the file or attach a short comment for future reference.

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Replay Options

During any replay, press the START button to access Replay Options on the pause menu.

Mode: Select from the different types of replay presentations.

Normal: Normal playback

Video: Synchronized to music

Race: Wider angles on hot competition

Training: Playback with visible race lines

Target: Depending on the selected mode, you may choose the primary vehicle or other vehicles in focus during the replay. **Manual** allows you to select the focused car, **Top** highlights the leading vehicle and **Auto** randomly selects the vehicle.

Item: Select types of information you want to appear on the replay screen.

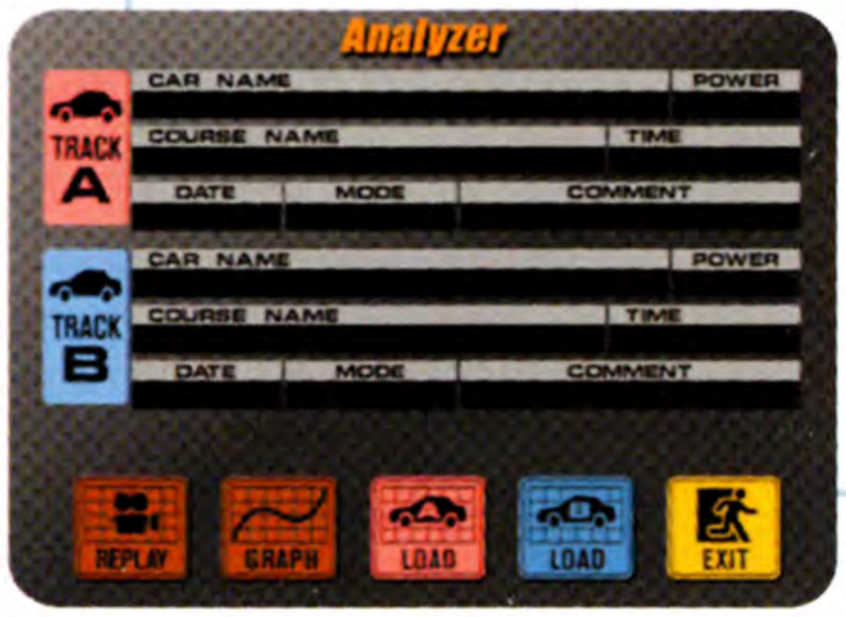
Sound: This toggles the music and sound effects on and off during a replay.

Replay Theater

Analyzer

Analyzer lets you examine data of a Best-lap or compare two separate saved Best-lap data.

Once the Analyzer menu appears, choose to load one or two separate Best-lap data saves. Data must be from the same track.



Analyzer View Types

When loaded, there are two view types to choose from. During any of the Analyzer views, use the left and right directional buttons to select a different area to replay.

Replay Analyzer: Select to playback a specific area on the replay. When pressing the START button, you can select the playback speed and repeat the replay.

Graph Analyzer: View statistics of the car during any part of the replay in graph form. The left analog stick changes the scale and the right analog stick scrolls the graph. When pressing the START button, you can select to turn on/off the speed, accelerator and brake graphs or view/hide graphs for cars A or B.

5 Options

Screen Settings 28 | Sound Options 28 | Music List 29 | Vibration 29

Key Configuration 29 | Arcade Race Option 29 | Driving Assist Setting 30

2 Battle Option 30 | Ghost Setting 30 | GT Force Setting 30 | Default 30

Options

Options

The following options will affect various aspects of gameplay. Each change will be saved to your game data for future use. Once finished in the options menu, press CANCEL to exit to the previous screen.

Screen Settings

If you have a television that supports a 16:9 screen ratio, you can change the screen to match the proportions. If not, 4:3 is recommended.

Sound Option

In this selection, you can adjust the audio on/off of the following:

- **Menu BGM:** Background music during menu navigation
- **Menu SE:** Menu screen sound effects
- **Race BGM:** Background music during gameplay
- **Race SE:** Gameplay sound effects
- **Replay BGM:** Background music during replays
- **Replay SE:** Vehicle sound effects during replays

Music List

Customize the selection or play order of your favorite songs. To remove a song from the playlist, highlight the song and press the X button. To move a song in a different location in the playlist, highlight the song, press the right directional button then move the selection up or down to the location desired and press the X button.

Vibration

Here you can enable or disable the vibration function on the DUALSHOCK™2 analog controller.

Key Configuration

Key Configuration allows you to customize the racing controls. To alter button assignments, select a control function and press left/right on the directional buttons/left analog stick to re-assign. You can also assign the left or right analog sticks to perform control functions.

Arcade Race Option

The following options affect the Arcade Mode race settings:

- **Transmission:** Selects the default transmission type.
- **Driving Assist ASM (Active Stability Management):** When activated, reduces car spin.
- **Driving Assist TCS (Traction Control Systems):** When activated, reduces wheel slip in high-powered cars.

Options

2 Player Battle Option

The following options affect 2 player battle event races in Arcade Mode.

- **Race Laps:** Sets the number of laps needed to complete a single race.
- **Tire Damage:** If enabled, tire damage occurs on all vehicles, requiring occasional pit stops when tire traction and handling response deteriorate.
- **Handicap:** Alters the starting positions of the two drivers to give advantage to a selected vehicle.
- **Slow Car Boost:** Provides the slower vehicle an additional speed boost to stimulate the competitive spirit.

Ghost Settings

Ghost Settings allows you to choose to update Ghost data automatically with the best times from Ghost data.

GT Force Setting (1 and 2)

Adjusts the sensitivity of the GT Force steering wheel.

There are several pre-calculated settings to choose from.

Default

Selecting Default restores all option settings to the original configurations.

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6 Skip Barber Strategy

Practice.

Skip Barber Strategy

Skip Barber Racing School

Foreword

The sound of a racecar engine singing sweetly at the top of its rev range and its tires howling as they strain to maintain contact with the road coupled with the blur of the passing scenery is a sensory odyssey that would satisfy any adrenaline junkie's cravings. Yet contrary to popular belief, driving a racecar isn't just about standing on the gas pedal. It is an art, refined over time. It is a victory of the heart and mind over the irrefutable laws of physics. Piloting a racecar is like running on a treadmill with your heart rate at 150 beats per minute while you're threading a needle and solving a complex math problem at the same time. But you already know that.

The game you are about to play is as close as you can get without actually buckling the harness belts and pulling on a helmet. With such an intense racing experience awaiting, the creators of this game thought it would be a good idea that you get a little professional advice before endeavoring to experience its thrills. We at Skip Barber Racing School were only too thrilled and flattered to oblige. In over 25 years we've trained many of the biggest names in racing. In fact one-third of all the drivers taking the green flag at the Indianapolis 500 since 1983 have been Skip Barber trained.

Following in the pages of this manual, you will find a tutorial on the art and science of driving a racecar. It has been taken straight from the curriculum offered at Skip Barber Racing School, the Official Racing School of CART, and off of the pages of Skip Barber Racing School's book, ***Going Faster!*** It's the very curriculum that has made talented racecar drivers champions.

Read on, and soon you'll be "going faster!" than you ever thought possible.

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The Fundamentals

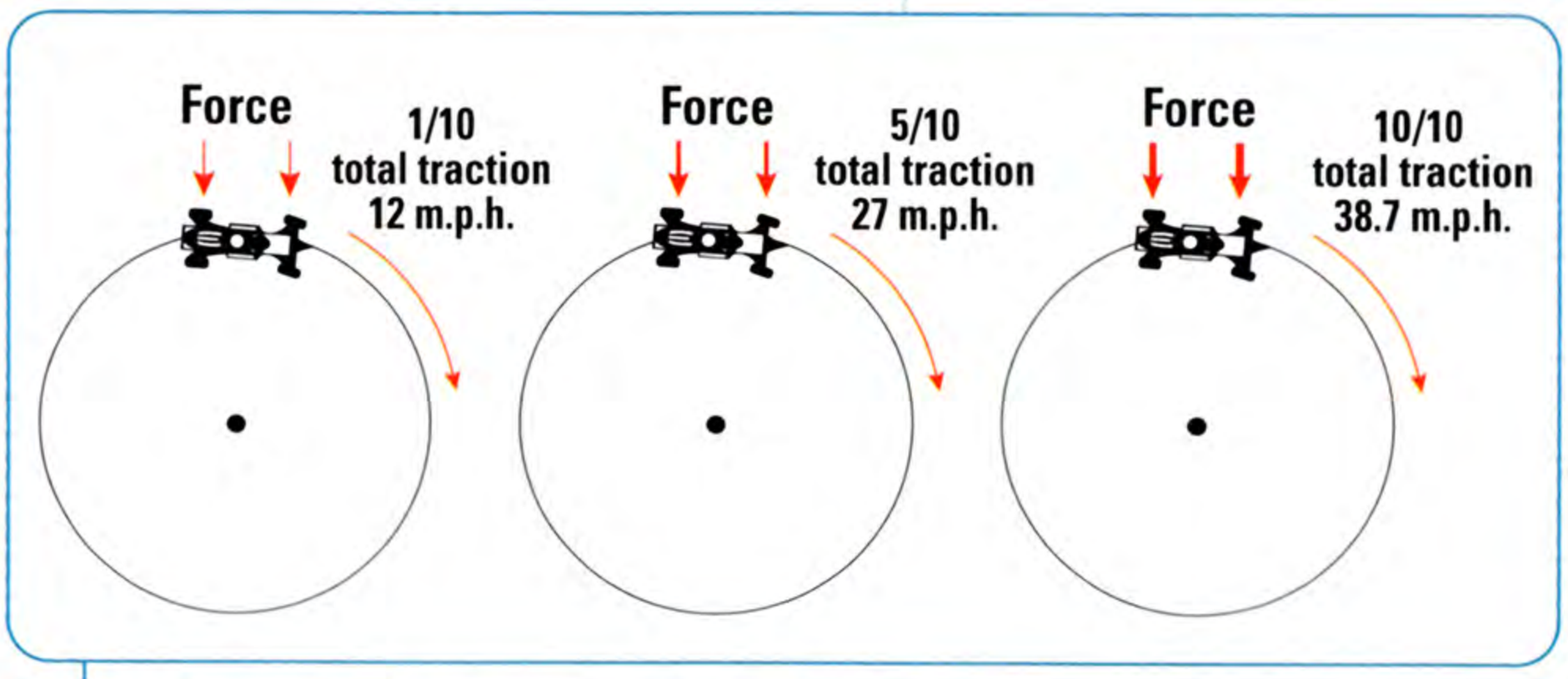
The Goal

The primary goal of a race driver is to cover the course, whether it's an oval or road course, in the minimum amount of time. Racing courses consist of straight-aways and corners. If we work on minimizing the time spent on the straight-aways, then analyze how to minimize the time spent driving through corners and slowing down, we can come up with a plan for reaching our goal of being the fastest driver on the racetrack.

The Limit

It is important to remember that a tire is the only physical contact a car has with the road. And, at any given time, that tire is only capable of 100% traction. When you accelerate, turn or brake, you begin dividing that traction between these three tasks. Under full acceleration, the tire is using 100% of its traction to move the car forward. If you want to use 20% of the tires' traction for acceleration, you will be left with 80% of the traction for cornering. The same scenario happens under braking. If you are using 80% of the tire's traction for braking, you will be left with only 20% traction for turning. Driving a racecar through a turn is a systematic compromise between these forces.

How do we determine the maximum speed of a turn? This question is entirely dependent on the maximum radius of the arc or the turn. As a car travels faster around a turn, the tires must work harder to maintain the line. If you increase your speed, but hold your steering input the same, the radius of the turn will increase. Therefore, as speed increases, the radius increases until the car is no longer able to stay on the road. At this point, you have exceeded the maximum speed for the turn.



As a car travels faster around a circular path, the tires use increasing amounts of their potential traction to force the car to continue to change direction

Skip Barber Strategy

There are Three Basic Problems to Solve in Racing:

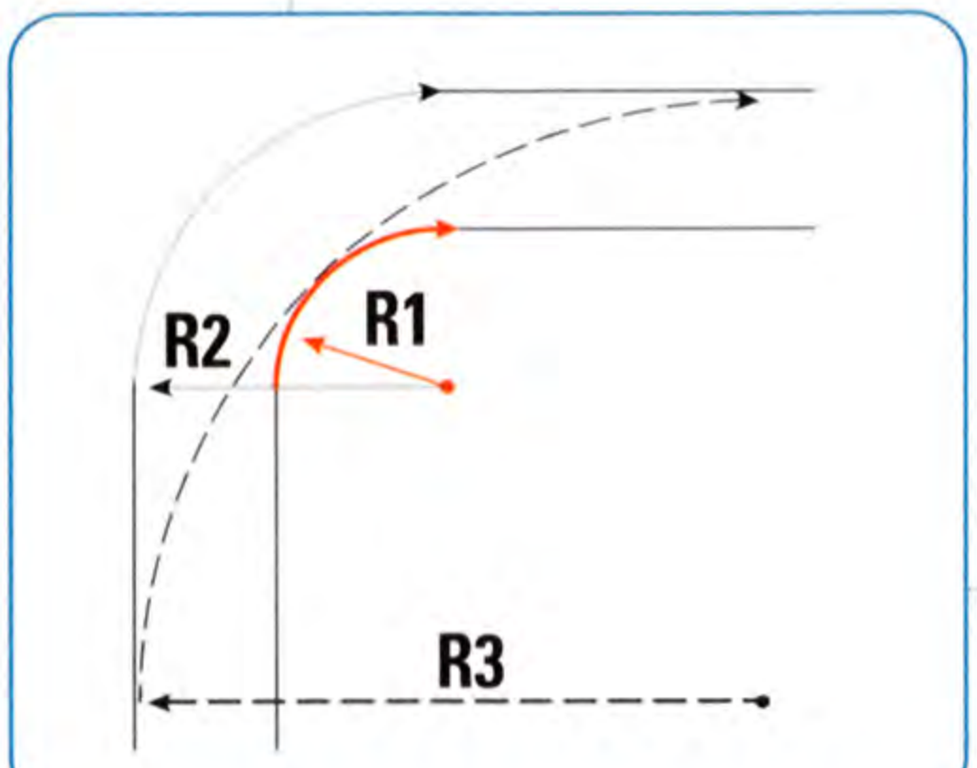
1) Driving on the best path (The Line)

2) Carrying speed away from the corners onto the straight-aways (Corner Exit Speed)

3) Efficiently slowing the car at the entry of a corner (Braking)

The Line

Simply defined, the line is the optimum path around a race-track. In corners, this path is usually the largest radius arc that can fit into the confines of the turn. The line can vary with track conditions and the type of racecar being driven.



You can choose various paths through a corner, but only one yields the biggest radius: "The Line."

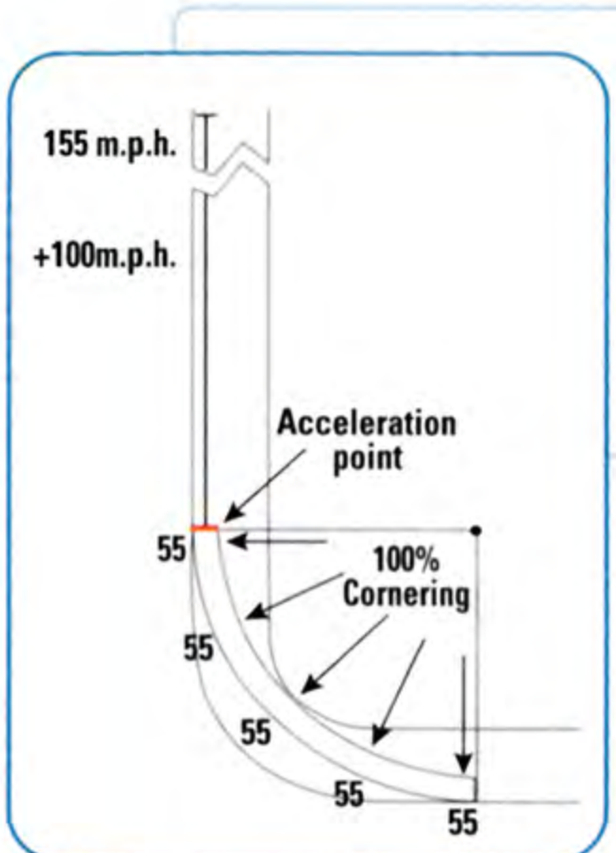
As shown in the chart to the right, driving up to a corner, you have several choices about how to drive through it. You can drive around the inside of the corner (see above), but you're restricted to the smallest radius possible (R1). You can make the radius through the corner bigger yet by driving around the outside of the corner (R2)—the radius of R2 is bigger than R1, so the maximum speed will be higher.

The best line, however, is to start the arc before the corner along the outside of the road, touch the inside edge of the road roughly halfway through the corner, and touch the outside edge of the road again at the exit. If you do this, you can use R3, clearly the biggest and best choice by a significant margin.

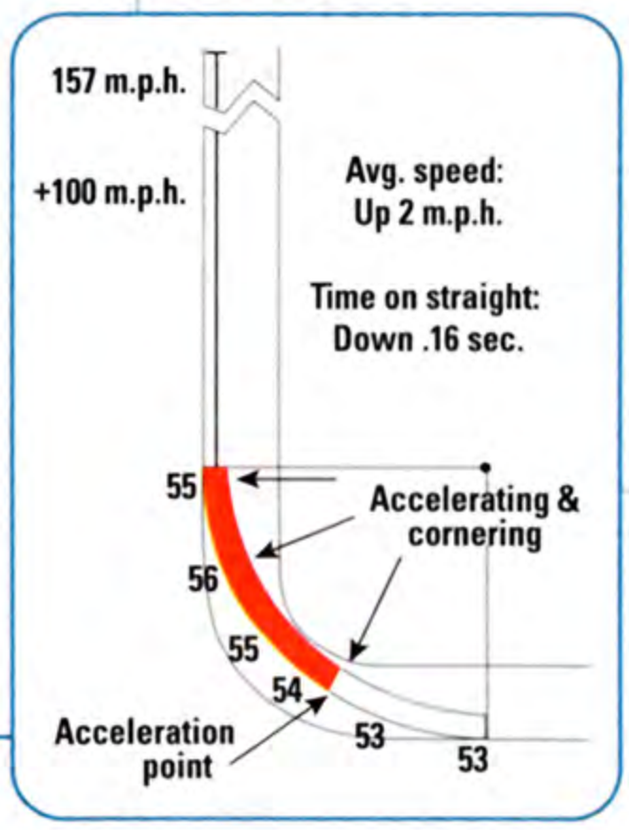
Corner Exit Speed

Corner exit speed is the speed at which a car is traveling at the track-out point of a corner and, consequently, the speed carried onto the following straight. A higher corner exit speed is critical to the time you can gain when accelerating down a straightaway. A higher exit speed equals a higher straightaway speed, which equals a shorter lap time! The maximum speed

you can carry through a corner is determined by the tires' traction and the line you drive through the corner. (Remember that the tires are only capable of 100% traction. Devoting all your traction to turning will leave you with no traction for braking or accelerating.) At first, it would seem that the most efficient way through a turn would be to maintain the maximum speed that will allow the tires to maintain cornering traction. You could then start accelerating at the end of the turn. Whereas this will produce fast lap times, it is possible to go even faster. Here's how: by entering the turn a few miles per hour slower, you will be able to devote a small amount of your traction to acceleration before you have exited the turn. This slightly earlier return to the accelerator will give you a longer period of acceleration, and in turn result in a faster overall speed at the end of the straight.



100% cornering

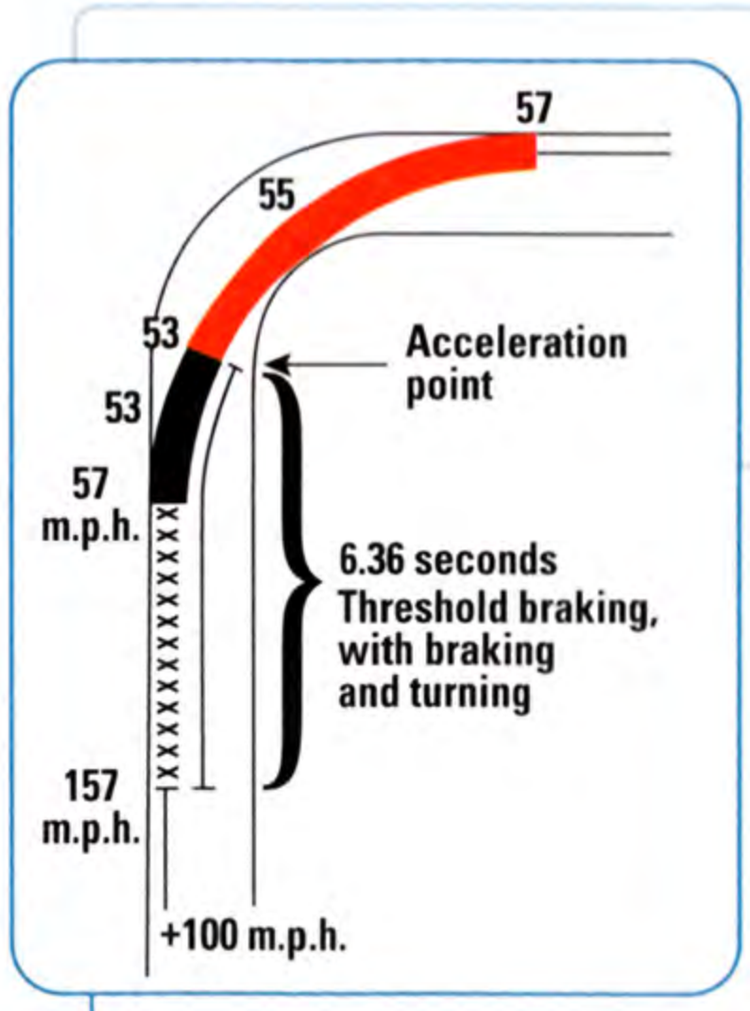


Maximum speed accelerating and cornering

Braking

The third skill is learning how to slow the car for a corner and how to drive it from where the turn begins to the throttle application point. We call this phase of driving racecars "braking and entering."

Remembering that a tire is only capable of 100% traction, it makes sense to do the majority of your braking in a straight line. This will get the maximum efficiency from the brakes. As you rapidly approach a turn, you should be holding the brake pedal at it's threshold — or braking at 100%. This means that if you brake at 101%, the tire will lock up and skid. Skidding is not good because you surrender control of the tires' traction and increase the overall distance to stop.



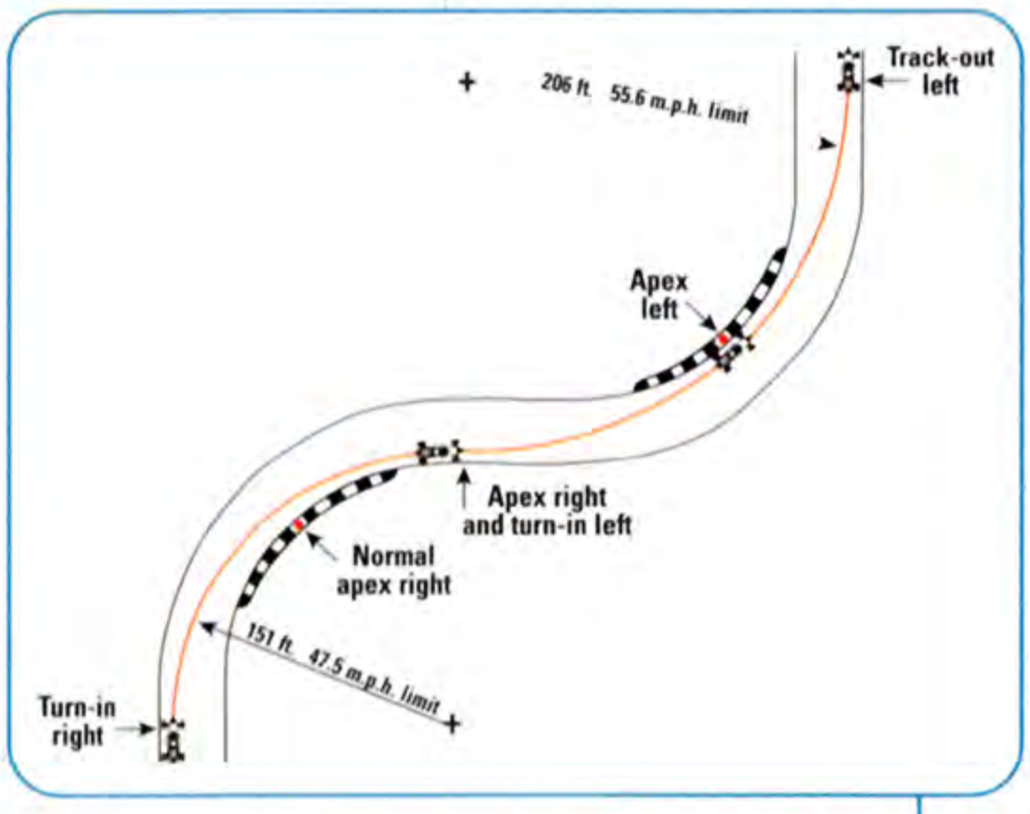
Braking to gain speed

Braking (continued)

As the car approaches the entrance of the turn, if you want to continue to brake into the turn, you must relieve some of the braking grip so as to gain the ability to turn the car — remember the traction compromise? This is generally the most efficient way to enter the turn. It also smoothes out the transitions from braking to cornering to once again applying the throttle.

S-Turns or "Compromise Corners"

So far, we've been looking at each corner as if it were the only turn on the course. You can't afford to make this assumption. In fact, not all corners are created equal. A particular corner's placement on the course, where it leads to, and what precedes it, may also affect the line you choose to drive through the corner.



Identifying which of 2 connected corners are more important toward an overall lap time is key in deciding which to compromise

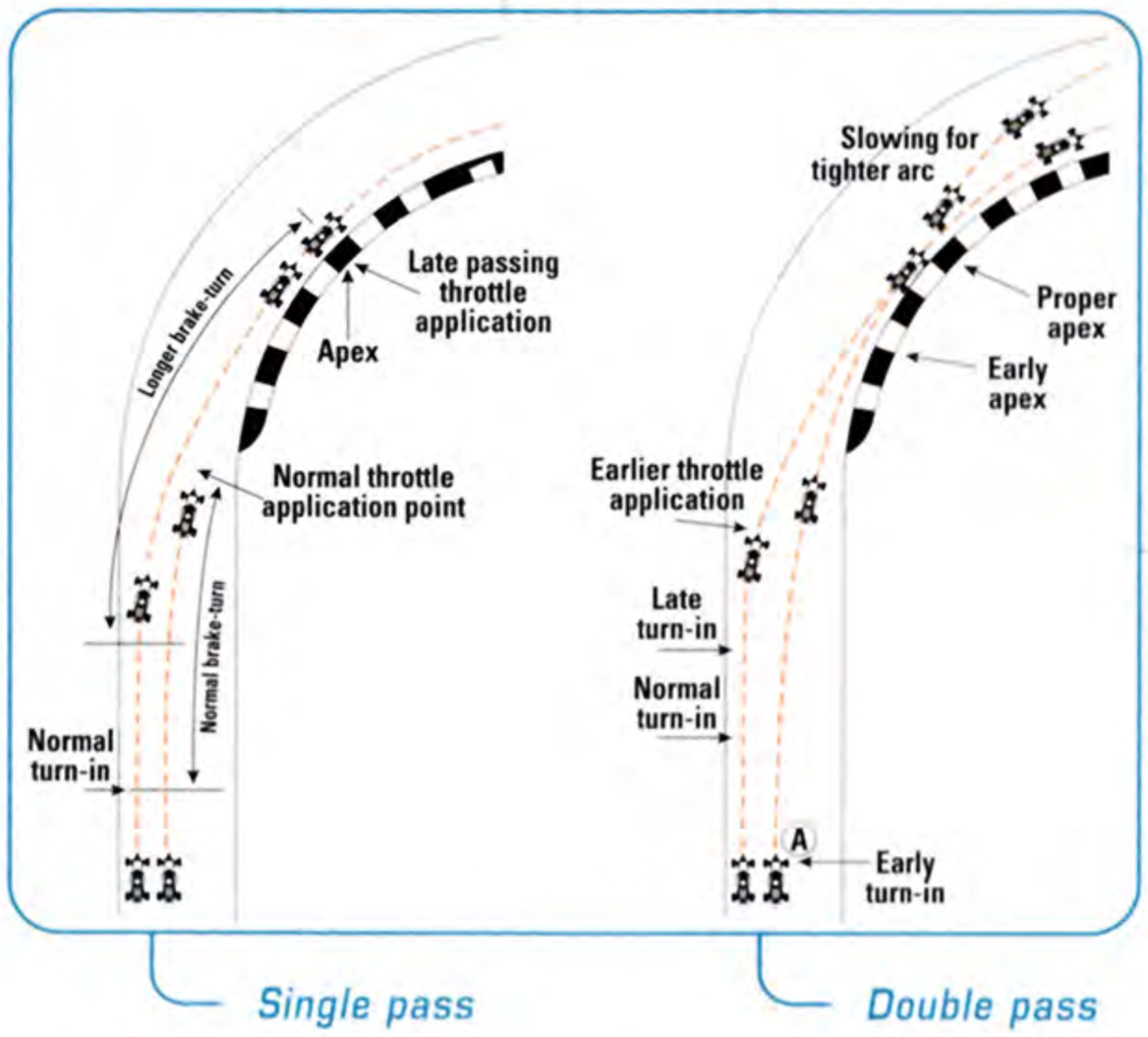
Taking into account all these different variables, you need to decide which one of these corners will gain you the greatest advantage on lap time. We know that exit speed is of paramount importance, so if you commit to the first turn, your car might not be positioned to take advantage of the second turn. It is very important to base your strategy on how you can exit the turn leading onto the straight with maximum speed. Often, this means you will have to sacrifice, or "compromise," the proper line of the first turn to be able to take full advantage of the second turn and exit onto the straight at the highest possible speed.

Passing

Passing may seem like nothing more than just putting your foot down and steering around the car ahead of you, but it's not that simple. The uninformed observer misses the point that on the racetrack, everyone has their foot to the floor.

The most common method of passing is to out-brake your competition into a corner. By going "deeper" into the turn, you can gain a lead over your competitor, but remember that this will change "The Line" that your car travels.

You will now be on a different radius and you will need to adjust your driving to stay on the road. If you brake too late, you will need to remain on the brakes longer to still remain in control. This can often lead to the competitor passing you back on the exit of the turn, or your car leaving the course.



When your competition comes back and passes you right after you passed them, it is called "The Double Pass."

Closing

Armed with the knowledge of vehicle dynamics and racing strategy, all you need now is something we refer to as "seat time." As stated earlier in this manual, racing is an art refined over time. You might think of a "fast lap" as being a one shot deal. In qualifying circumstances, the magical fast lap is the result of numerous laps spent perfecting the braking in each corner, deducing the perfect line through it, and achieving the perfect exit trajectory for the following straight. Each corner complex is refined before it is all strung into one "perfect lap." A slight mistake in any one may cause you to sacrifice the tenths of a second that make the difference between pole and midfield.

Remember we said that driving a racecar is like running on a treadmill while threading a needle and solving a complex math problem at the same time? In a race circumstance, the difference between winning and losing is being able to thread that needle and solve that math problem not once, but over and over until the end of the race.

When it all comes together, and you are the first one to greet the checkered flag, then you can exult in being the fastest and most skilled driver on the track. The next challenge is to win every time.

Drivers—start your engines.

Skip Barber

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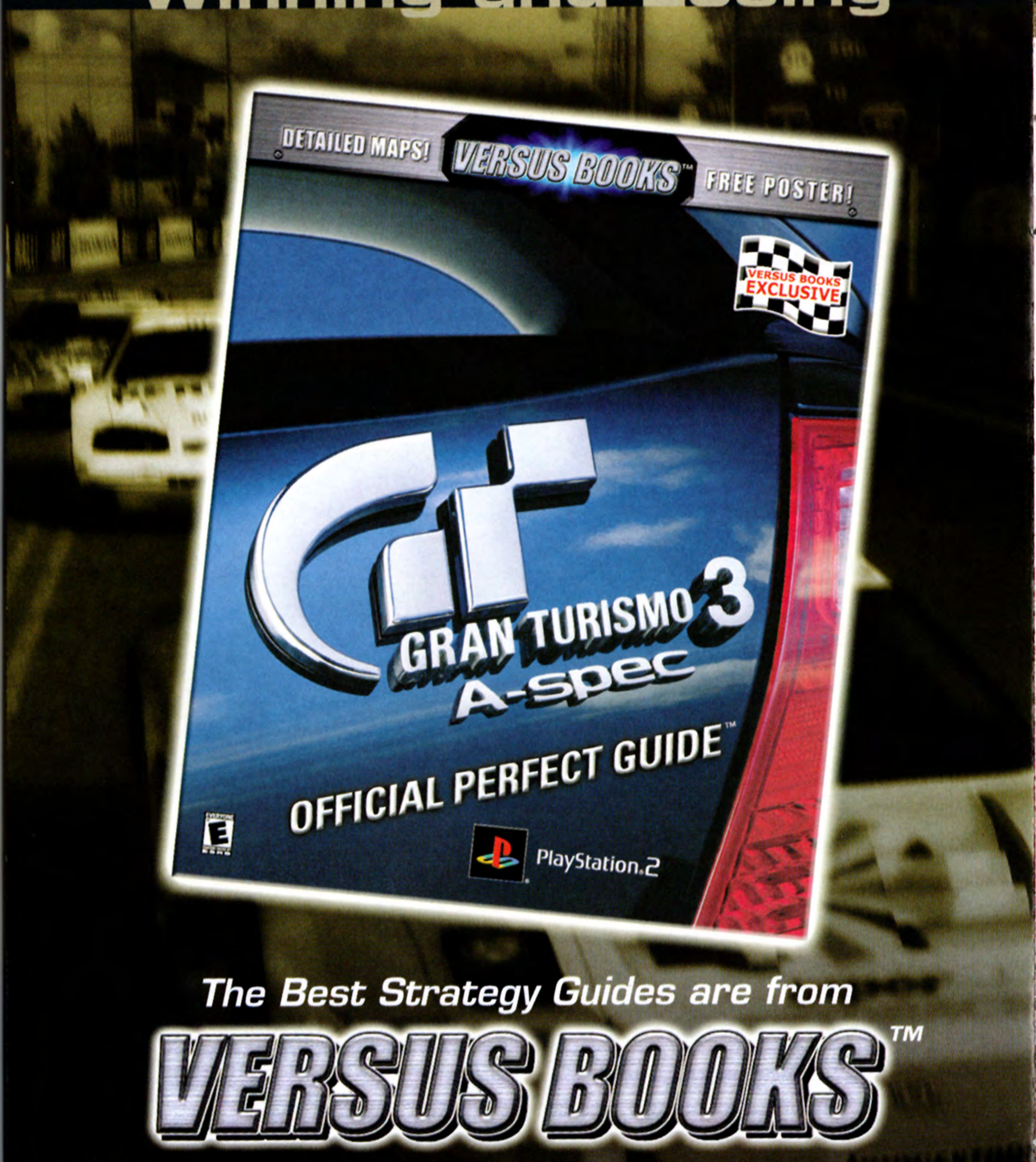

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